URS

Tryck Nyman Hayes

DAILY REPORT

PROJECT NAME: Old Harbor Small Boat Harbor Installation

CONTRACTOR: West Construction

WEATHER (AM): Blue sky, cold and clear **DATE:** January 21, 2010

WEATHER (PM): Windy, blue sky cold and clear.

Workers:	Trade
1	Project Manger
1	Foreman
1	Operator
4	Pilebucks

Equipment on Site:	Operating (Y/N)
American 9260 Crane	Y
Fork Lift	Y
Excavator	Y
Work Skiff	Y
Work Barge	Y
APE? 416 Vibratory Hammer	Y
ICE 42S	Y

SUMMARY:

08:30 AM	• Arrive Servant Air in Kodiak for flight to Old Harbor
09:30 AM	• Flight leaves Kodiak
10:00 AM	• Flight arrives Old Harbor • Paul Johnson picked me up at the airport and drove me to the Lodge. •
10:20 AM	• Drove to Job Site, inspected current progress. • Assembly of floats is under way • Contractor encountered difficulty installing loose plywood panel in the junction between the float modules. Fit was very tight, and plywood was not supplied notched to fit upper sill bolts. The contractor appeared to be sealing the cuts with a wood sealant. • Barge was moved last night due to unloading operations and cannot get into position over the piles to be driven until the afternoon high tide. • Piles 1N and 2S are driven to within 1.5' of cutoff elevation. • Piles 3N and 4S are stabbed with the vibratory hammer and are embedded about 15 feet. Template is in place between piles 3N and 4S.
12:30 PM	• Returned to Lodge, attempted to get email, and checked updated wave equation provided by PND Engineers. Issues still exist with this wave equation. At a minimum the embedded length needs to be updated for the correct length, other issues addressed below.
01:30 PM	• Return to jobsite, float assembly continues. • One pilebuck starts disassembly of the battered driving template

03:00 PM	• Tide is high enough to start moving the barge, so they start pulling it towards the beach on it's anchors.
03:30 PM	• Template is removed from piles 3N and 4S, guide one of two guide piles is measured to the next bent, and stabbed. • Template is placed roughly in place where the next bent will be installed, but not measured in place. • Vibratory hammer used to pull the guide piles and removed, and the impact hammer is readied.
05:35 PM	• Impact hammer is in place. • Piles 3N and 4S driven to same height as previous bent, roughly 1.5 feet above final cutoff. • I will prepare the pile driving logs tomorrow after I inspect the hammer in daylight, driving was smooth and the blows varied between 14 and 41 blows, but typically 20 or so. The hammer was run on power setting 4, and appeared to be getting the full travel available with this model.
06:30 PM	• Leave jobsite, eat dinner, try to get internet working, download pictures.

Image 1: Piles 3N and 4S in the template.

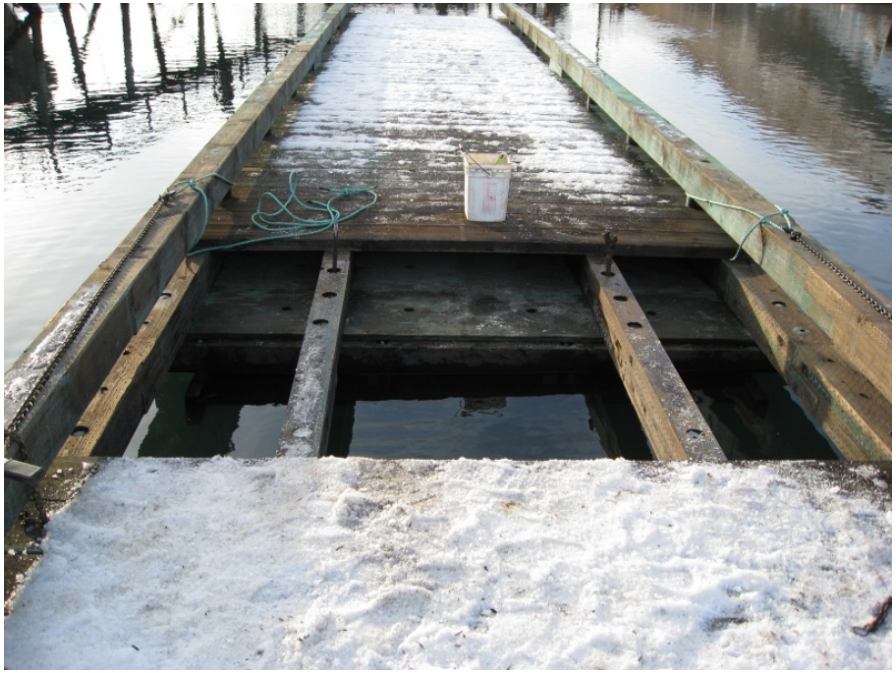

Image 2: Connecting the float sections

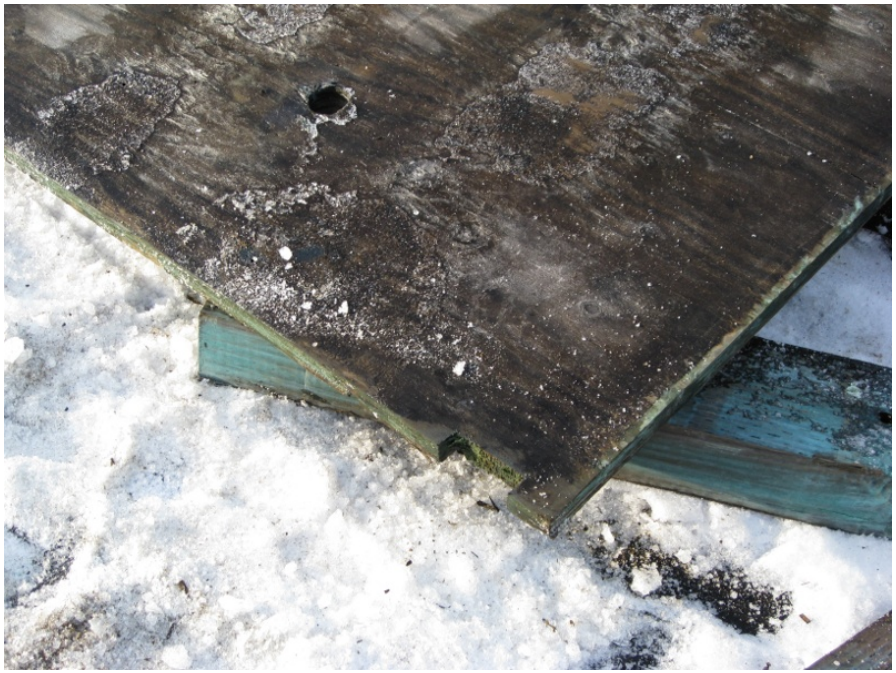

Image 3: Notched plywood diaphragm

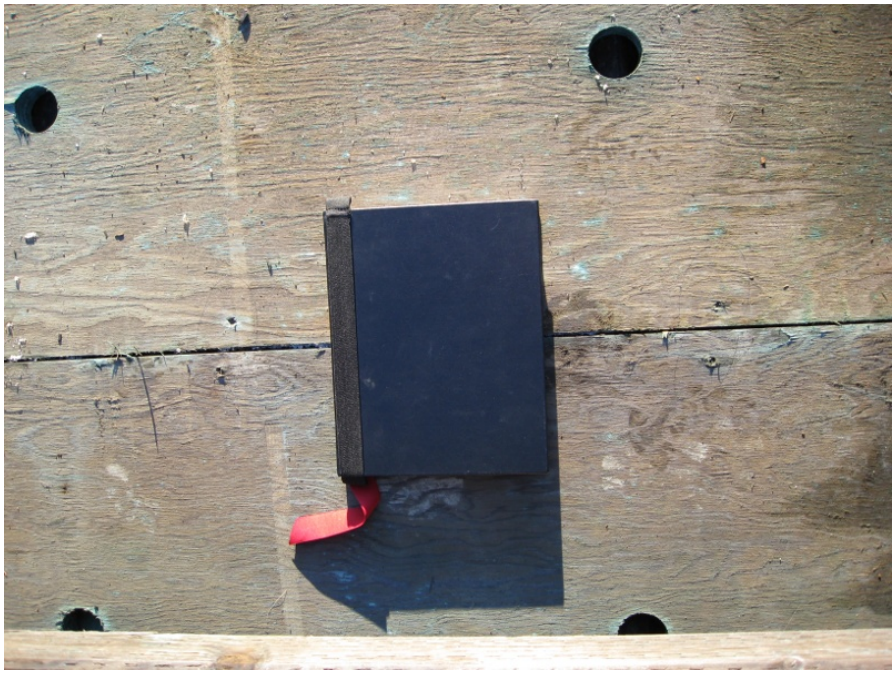

Image 4: Diaphragm nail spacing is about 18 inches

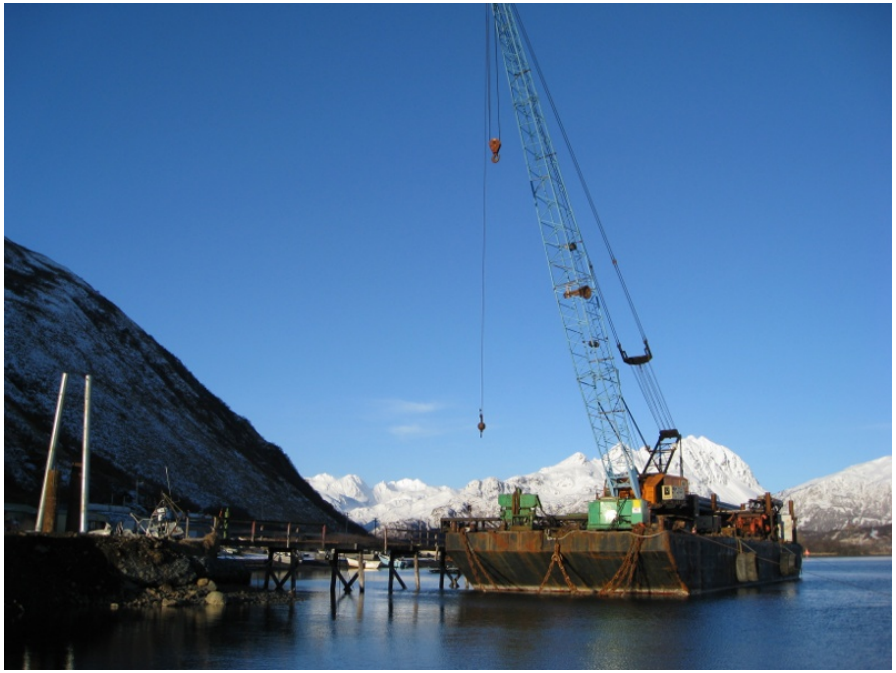

Image 5: Barge getting into position

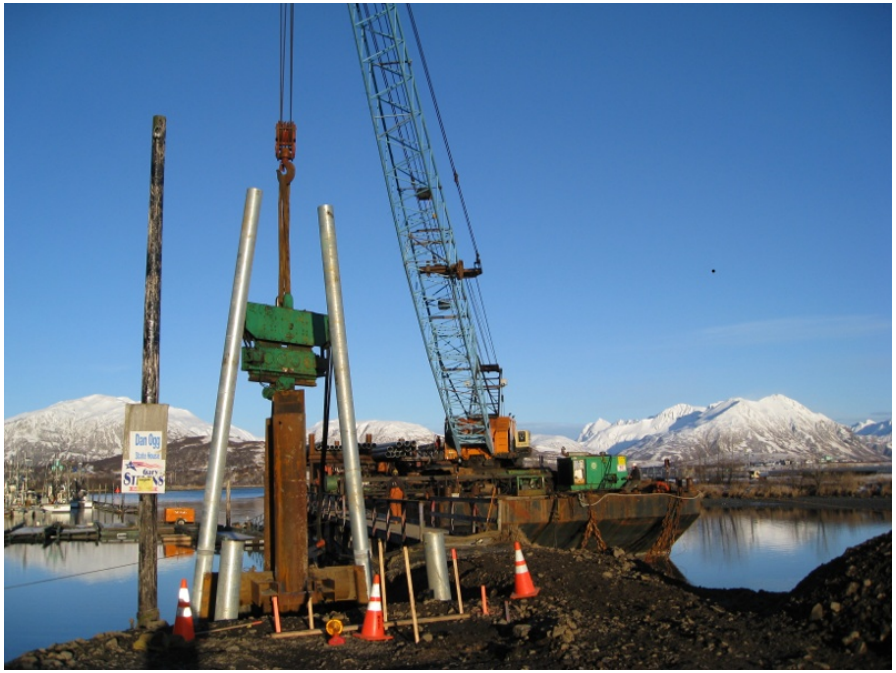

Image 6: Removing the guide piles from the template

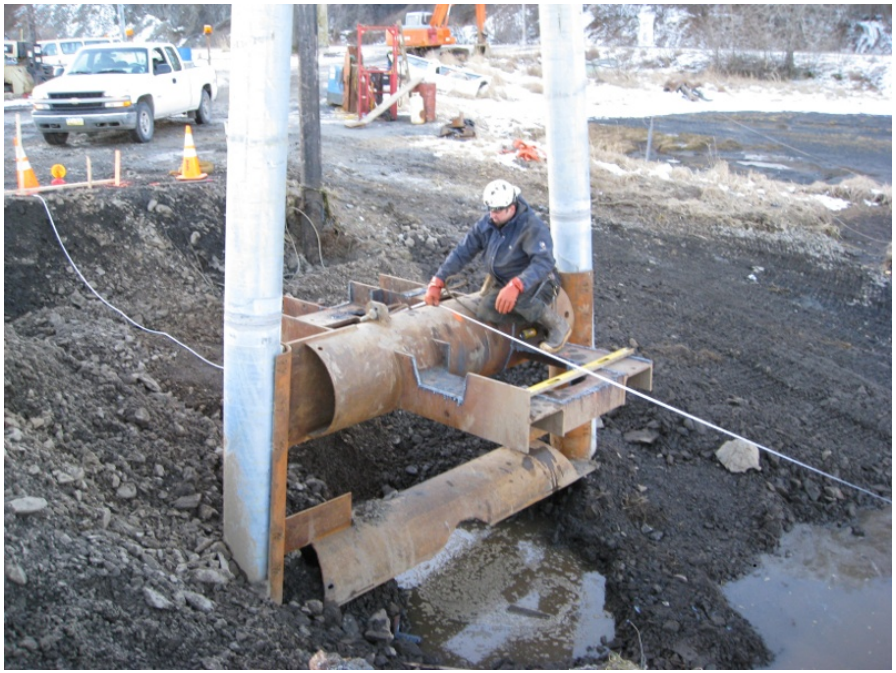

Image 7: Measuring from the template to the next bent

Image 8: Piles 1N and 2S (forground) and 4S driven